

Appendix 7.

Transportation of O.B. West Non-Morse Station  
(Jellyfish) with attached personnel.

(Major Tester and Lt. Levenson)

We left Berchtesgaden on 16 May at 1330 hours. The party included 11 E.M. P.W.'s, 1 German officer, Major Tester in charge, and Lt. Levenson. The German P.W.'s were driving six 5-ton Diesel trucks. Maj. Tester rode in the first truck and Lt. Levenson in the last. We stopped for two hours at Bad Reichenhall to pick up Diesel oil, and finally got started at about 1700 hours.

Our first destination was Augsburg, but since we left so late, this was out of the question. We got to Munich at midnight and after a series of telephone calls, we located Lt. Col. Frankel, who found a house for us. The prisoners slept in the attic; we were downstairs. We got started early the next morning and arrived in Augsburg about noon. Here we contacted Col. Quinn, G-2 7th Army, who told us we could not proceed without orders. This involved a delay of four days. The prisoners were placed in the Seventh Army Interrogation Centre, and we were billeted at the Kaiserhof Hotel in Augsburg. The time was used to have the prisoners service their trucks, refuel and do minor repairs. We got to know them a little better and it became fairly obvious that they were co-operative and unlikely to make any trouble. The orders came through on Monday; they were issued by 7th Army on authority of a cable from Shaeff Roward. (See Appendix 3).

We left Augsburg Tuesday morning and arrived at Heidelberg about 1800 that night. The prisoners were housed at the 6th Army Group depot. They filled their tanks to the astonishment of the natives and finally the prisoners had to be removed. We got started again early the next morning. There was a long delay at Wiesbaden, where we had to pick up a way-bill for passage to the U.K. This took longer than expected, and we did not get to Rheinbach (15th Army Interrogation Centre) until 2300 hours. There were other delays caused by water getting into the Diesel system. One of these occurred in a town and the greatest difficulty was keeping the people away from the prisoners.

Since we arrived so late, it was decided to spend two days at Rheinbach to give the drivers some rest. There was a Diesel dump nearby; we took advantage of this and had the prisoners fill their tanks, so that we now had sufficient fuel to take the trucks to the U.K. There was a little trouble here. The prison housed only political prisoners, S.S. men, Gauleiters etc. These people got fairly rough treatment, which was also given to our men. Since they had been well-behaved and we were dependent on their being in good health, we interceded on their behalf, and they were treated well for the rest of the stay.

Our next stop was Brussels. Here the Town Major found a place for the prisoners at St. Jean Barracks, which had been taken over by the British Army. We stayed here for two days, during which the arrangements for passage to the U.K. were made. The British major was extremely helpful. We also called Ticom, who were informed of the approximate time of our arrival at Tilbury.

We left Brussels very early Sunday morning and arrived in Ostend at 1100 hours. The trucks were loaded on an L.C.T. We spent the night in the Thames Estuary, arriving at Tilbury about noon on Monday. Here some British MP's took the prisoners to Kempton Park. Six British drivers took the trucks to GCCS. There was some difficulty going through Belgium caused by the appearance of Germans driving their own trucks. No casualties resulted, except that Lt. Levenson was hit by a tin can heaved by an irate Belgian woman.